

DAYS OF DULNESS. A FEATURELESS MARKET.

STOCKS, AFTER EARLY ADVANCES, FALL OFF A LITTLE.

SALES AT THE STOCK EXCHANGE—OCTOBER 28.

Table of stock sales at the New York Stock Exchange for October 28, 1889. Columns include stock names, prices, and volumes.

THE GENERAL LIST.

Table of stock prices for various companies, including American Express, Bank of America, and others.

SALES AT THE CONSOLIDATED STOCK AND BOND EXCHANGE.

Table of stock and bond sales at the Consolidated Stock and Bond Exchange.

STOCKS.

Table of stock prices for various companies, including American Express, Bank of America, and others.

BONDS.

Table of bond prices for various government and corporate securities.

CLOSING PRICES OF BOSTON STOCKS.

Table of closing stock prices for Boston.

CLOSING PRICES OF CALIFORNIA STOCKS.

Table of closing stock prices for California.

CLOSING PRICES OF PHILADELPHIA STOCKS.

Table of closing stock prices for Philadelphia.

WHAT WAS DONE IN STOCKS.

Monday, Oct. 28—p. m. The stock market was too narrow to present novel features to-day. In the early dealings there was an evident inclination on the part of professional operators, who controlled the movement throughout the day, to advance prices, but the very dulness was discouraging. The principal Vanderbilt shares and a few specialties advanced steadily, but the improvement was clearly offset by the unexpected weakness of the coal stocks. The condition of the anthracite trade is not all that might be desired, but there is nothing to indicate a rupture between the producing companies or any change in the policy which they have successfully maintained in the last few years. The decline may be attributed, therefore, to the statement of net earnings for September of the Reading Company and the deduction from it of a decrease in comparison with September of last year. The danger of conclusions from a partial showing need not be pointed out. In the last hour repeated rumors of a combination among Western railroads to counteract the effect of the traffic alliance system afforded a pretext for a sharp attack by the bear interest. There is little doubt that the importance of any combination may be made by the magnitude of the advocates of lower prices. They will be likely to make a mistake similar to that of their antagonists in predicting a "unification" of railroad management from an ordinary traffic contract between two Western lines. It is probable that other agreements of the same character will be announced in a short time, but they will hardly bring a railroad mania, and certainly will not precipitate a rate-war because other lines are not making purchases in the same way. The selling of stocks is checked by the complete apathy of holders of railroad securities, who are content with their ventures. The lack of organization on their side proves that the speculation in stocks is checked by the speculative. They are willing to await the inevitable consequences of large crops and profitable traffic, and the fluctuations that occur every day have started near the close today possessed no significance. It appeared to be chiefly for the short account, and the bidding up of money at the same time, that the closing was weak, but not the lowest prices, but the final losses were about from 3-4 per cent on an average.

THE DAY IN THE BOND MARKET.

The Treasury bought \$62,000 of 4 1/2-8 at 105-3/4 and \$25,250 of 4 per cents at 127. There were no sales at the Stock Exchange, and quotations remained unchanged. U. S. 4-1/2-8, 105 3/4; U. S. 4-8, 127; U. S. 4-10, 100; U. S. 5-10, 100; U. S. 6-10, 100; U. S. 7-10, 100; U. S. 8-10, 100; U. S. 9-10, 100; U. S. 10-10, 100; U. S. 11-10, 100; U. S. 12-10, 100; U. S. 13-10, 100; U. S. 14-10, 100; U. S. 15-10, 100; U. S. 16-10, 100; U. S. 17-10, 100; U. S. 18-10, 100; U. S. 19-10, 100; U. S. 20-10, 100; U. S. 21-10, 100; U. S. 22-10, 100; U. S. 23-10, 100; U. S. 24-10, 100; U. S. 25-10, 100; U. S. 26-10, 100; U. S. 27-10, 100; U. S. 28-10, 100; U. S. 29-10, 100; U. S. 30-10, 100; U. S. 31-10, 100; U. S. 32-10, 100; U. S. 33-10, 100; U. S. 34-10, 100; U. S. 35-10, 100; U. S. 36-10, 100; U. S. 37-10, 100; U. S. 38-10, 100; U. S. 39-10, 100; U. S. 40-10, 100; U. S. 41-10, 100; U. S. 42-10, 100; U. S. 43-10, 100; U. S. 44-10, 100; U. S. 45-10, 100; U. S. 46-10, 100; U. S. 47-10, 100; U. S. 48-10, 100; U. S. 49-10, 100; U. S. 50-10, 100; U. S. 51-10, 100; U. S. 52-10, 100; U. S. 53-10, 100; U. S. 54-10, 100; U. S. 55-10, 100; U. S. 56-10, 100; U. S. 57-10, 100; U. S. 58-10, 100; U. S. 59-10, 100; U. S. 60-10, 100; U. S. 61-10, 100; U. S. 62-10, 100; U. S. 63-10, 100; U. S. 64-10, 100; U. S. 65-10, 100; U. S. 66-10, 100; U. S. 67-10, 100; U. S. 68-10, 100; U. S. 69-10, 100; U. S. 70-10, 100; U. S. 71-10, 100; U. S. 72-10, 100; U. S. 73-10, 100; U. S. 74-10, 100; U. S. 75-10, 100; U. S. 76-10, 100; U. S. 77-10, 100; U. S. 78-10, 100; U. S. 79-10, 100; U. S. 80-10, 100; U. S. 81-10, 100; U. S. 82-10, 100; U. S. 83-10, 100; U. S. 84-10, 100; U. S. 85-10, 100; U. S. 86-10, 100; U. S. 87-10, 100; U. S. 88-10, 100; U. S. 89-10, 100; U. S. 90-10, 100; U. S. 91-10, 100; U. S. 92-10, 100; U. S. 93-10, 100; U. S. 94-10, 100; U. S. 95-10, 100; U. S. 96-10, 100; U. S. 97-10, 100; U. S. 98-10, 100; U. S. 99-10, 100; U. S. 100-10, 100.

NET GOLD ON HAND.

Net gold on hand, \$1,775,332.42; silver, \$1,025,332.42. Net silver on hand, \$1,025,332.42. Net gold and silver, \$2,800,664.84.

ACTUAL CASH IN TREASURY.

Actual cash in Treasury, \$2,800,664.84. Deposits in banks, \$2,800,664.84.

THE FOREIGN EXCHANGE MARKET.

The foreign exchange market was quiet. Rates on London were steady at 4 1/2 per cent. Rates on Paris were steady at 4 1/2 per cent. Rates on New York were steady at 4 1/2 per cent.

RAILROAD EARNINGS.

Chicago and Western Michigan, 1887, 1888, 1889. Number of miles, 413, 413, 413. Total receipts, \$1,127,551, \$1,127,551, \$1,127,551.

LOUISVILLE AND NASHVILLE.

Number of miles, 208, 208, 208. Total receipts, \$323,120, \$323,120, \$323,120.

DETROIT, LANSING AND NORTHERN.

Number of miles, 208, 208, 208. Total receipts, \$323,120, \$323,120, \$323,120.

ELINT AND PEAR MARQUETTE.

Number of miles, 208, 208, 208. Total receipts, \$323,120, \$323,120, \$323,120.

LAKE ERIE AND WESTERN.

Number of miles, 208, 208, 208. Total receipts, \$323,120, \$323,120, \$323,120.

OHIO RIVER.

Number of miles, 208, 208, 208. Total receipts, \$323,120, \$323,120, \$323,120.

RIO GRANDE WESTERN.

Number of miles, 208, 208, 208. Total receipts, \$323,120, \$323,120, \$323,120.

PHILADELPHIA AND BALTIMORE.

Number of miles, 208, 208, 208. Total receipts, \$323,120, \$323,120, \$323,120.

EUROPEAN FINANCIAL MARKETS.

London, Oct. 28—p. m. The market was quiet. Rates on gold were steady at 105 per cent. Rates on silver were steady at 105 per cent.

WHEAT—WHEAT—TODAY'S OPTION MARKET.

Wheat—Wheat—Today's option market was quiet. Prices were steady at 105 per cent. The market was quiet and prices were steady.

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